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Chloe Eudaly Commissioner Chris Warner Director

Northwest Parking District Stakeholder Advisory Committee (SAC)	Zoom Meeting Portland, Oregon June 16, 2021 4:30 p.m. - 6:00 p.m.
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Northwest Parking District Stakeholder Advisory Committee (SAC) Meetings Notes

Members in Attendance

Rick Michaelson (Chair, At-large)
Nick Fenster (Vice Chair, Northwest Business Association, NWBA)
Daniel Anderson (At-Large)
Peter Rose (At-Large)
Alex Zimmerman (At-Large)
Mark Stromme (At-Large)
Karen Karlsson (Northwest District Association, NWDA)
Ron Walters (Northwest District Association, NWDA)
Jeanne Harrison (Northwest District Association, NWDA)
Amy Spreadborough (Northwest Business Association, NWBA)
Don Singer (Northwest Business Association, NWBA)
Thomas Ranieri (Northwest Business Association, NWBA)
Parker McNulty (Northwest District Association, NWDA)

Members Absent

None.

Portland Bureau of Transportation (PBOT) Staff

Rae-Leigh Stark (Northwest Parking District Liaison)
Zena Rockowitz (Parking Program Specialist)
Kristan Alldrin (Program Manager)
Sarah Goforth (Program Manager)

Public in Attendance

Steve Pinger
Vicki Skryha
Allen Classen
Al Niknabard

Northwest Streetscape Plan

Rae-Leigh received comments on the Northwest Streetscape Plan, which focused on engagement, clarification on what areas, and what elements are included in right-of-way standards.

Robust engagement: Increase engagement with NWBA, NDWA, focus more on the community process, rather than primarily only SAC input.

Karen says she sees the SAC as a facilitator, bringing people together, not that we are hearing everything, but are instead connecting all the right people.

Rae-Leigh explains the right-of-way standards and their importance. This language is generally acceptable to people.

Rick makes motion to approve the outline. Karen wants to know the budget for this. From her point of view, the language and the outline is good. Going to be making changes as we go along.

Rae-Leigh put a line item in the budget to discuss and vote on \$150,000. Includes phase 1 and 2.

Ron thinks we are on the wrong course. Thinks this is the periphery of what SAC should be working on and focusing on. Not traditionally how a neighborhood streetscape would be handled, more through NWDA, sees scope creeped. Wouldn't support \$150,000 for planning. Thinks it should be focused on parking.

Don agrees with Ron. "I like the document, worried about spending money. This only has so much shelf life. So much in this neighborhood has been studied to death and the studies just go by the wayside and three years later we come up with the same issue and need to resurrect and reinvent the wheel and it gets costly. Shouldn't pull trigger until we feel confident business back it, where it should be, and have a clear picture of where things are going in next six months. Additionally it doesn't address parking. I see the opportunity to fold into process but then it gets unwieldy. I see this process potentially result in net loss of parking rather than go to streetscape standards. How do you accomplish that? Kind of on the fence."

Rick asks if they should add to the proposal that there will be no net loss of parking.

Jeanne says she doesn't think we have heard enough from the business community. Asks about Street Seats and that impact. Kristan responds that street seats will be funded through June 2022 and PBOT is working on a program.

Don and Jeanne would like to wait until there is more known about Street Seats.

Alex says should reinvest parking revenue back into neighborhood. Not outside of SAC scope. It's in the built environment and that impacts the pedestrian experience. Thinking more broadly about the definition of the committee is something they could benefit from. Has heard a lot from the community over the years, to her it makes sense. Not just focusing on parking, but the human experience. Alex thinks timing is fine and to have two parallel tracks for research. Thinks with Karen's edits show an opportunity to do it in tandem, rather than wait. Thinking more broadly about what best use of spaces is, responsibilities of SAC to neighborhood. Bigger than parking. Safety and livability rise to the top.

Amy thinks the parking is important and needs to be considered as part of this. Isn't sure how she feels about having Street Seats forever. What she is seeing through Northwest In Motion (NWIM) is a net loss of 45-50 spots. Looking at the shape of neighborhood for multiple uses for years to come. Would hate to make decision based on current strange reality. Should be circumspect.

Rick: could adopt as our plan, or amend draft scope to include parking concern, or table for six months to a year.

Don moves to "revisit this issue in 6 months relevant to what PBOT intentions are to commercial uses, primarily restaurants. Will give us better definition as to what kind of streetscape we are working toward in the long term. Begin to consider parking in this because once you start subtracting out potential loss to dining, right now just cost prohibitive to supplement to off-street parking so anything we use is very dear."

Dan Seconds it. Motion passes. Parker abstains. Alex opposes.

Ron wants to see a transportation study from NW 23RD Avenue and Vaughn Avenue. One that doesn't include Streetcar.

Karen says, hearing that City isn't just extending the Street Seats, needs to know more.

Public Input

Steve: sent outline recommendations to NWDA. Being considered by NWDA Planning Committee tomorrow. Having this tabled for a few months will benefit the process as a whole. This the fundamental question is the sequence of the asks as referenced. It seems to us that task 5 be listed as right-of-way but has to involve less formal guidelines. Needs to be developed as phase 1. Task 3 and 4 seem like phase 2.

2021-2022 Budget Discussion

Rick asks the committee to consider the budget. How much to reserve and spend down this year? Brings reserves at least from meter fund very low. What should we do about set asides in plan? Fully fund? Don't fund? Should we postpone previously planned spending? Perhaps they could go without money this year? Could add a year but still keep on schedule?

Permit Surcharge

Rae-Leigh talks about the permit surcharge budget. For every permit sold, \$120 is distributed to Northwest Parking District. For the upcoming year, estimating will receive \$500,000 from the surcharge. Didn't do new parking management strategies this year, so estimate stays the same from last year.

The ending balance funds for permit surcharge were at \$1.5 million. The 2021-2022 beginning balance is \$911,000. Estimating \$500,000.

Transportation Wallet (Wallet) Budget

Sarah talks about Transportation Wallet (Wallet) budget. \$111,000 was for app development, not for program itself. Look at different types of Wallets and amount allocated for each type. Won't be offering Frontline Worker Wallets for entire fiscal year. Goes over outreach and incentives.

For 2021, adding a \$30 credit with Free2move carshare company. Anyone who got a Wallet in first part of calendar year will be issued a \$30 credit. For 2022, discussed increasing Hop Card value to \$175. Will also give \$30 carshare funding. Rick adds they have given out 214 frontline worker wallets.

Jeanne says generally speaking we don't get to maximum, but Frontline Worker Wallet went over. Sarah responds, we haven't gotten to the maximum. Didn't have as many employers opting out of parking permits because people working from home, so this was a budget that was already allocated to parking permit trade-ins and put toward frontline workers.

Rick says, your budget is for the calendar year for 125 frontline worker. Sarah responds, this is to cover the last half of the calendar year because she already has the Frontline Worker Wallets they approved for the first half of the fiscal year. Already accommodated for that. Rick asks, is it the same with all of these, for the second half of calendar year and not for full fiscal year? Sarah says this is for fiscal year and these go from July 1 to June 31. Right now working off current fiscal year which we have already approved.

Alex says we have been talking about how to track the effectiveness of the Wallet and which pieces folks use and maybe we can tweak funding around that.

Karen doesn't recall supporting going from \$100 to \$175 on the HOP Card. Does support that anyone who goes beyond \$100 and asks for more can get more with a budget set aside to add to the Wallet. She is afraid that we are handing TriMet money. She doesn't use her full Hop Card and donates it.

Sarah says \$175 wouldn't start until January. Rick says we have time to discuss further.

Sarah says that last year's fiscal year budget was \$519,00 with the Hop Card. This budget is less. That is reflective of an arrangement she has with companies where they are giving her rate based off redemptions. Used to assume 100% redemption rates and budget was higher but weren't actually spending the money. This year's budget takes into account people that actually redeemed credits, so add more without increasing. She knows based on survey data there are many types of Wallet users, no person's use is the same.

Transportation Demand Management (TDM)

Rae-Leigh goes through other TDM programs, quarterly campaigns, bike parking fund, Park Enforcement pilot program. Money has stayed the same.

Curb extension beautification: enhancement to curb extensions being installed this year. There are 17. PBOT is doing paint and post. Discussed in Capital Projects subcommittee about how this could help enhance neighborhood. Asks if committee is in support because time sensitive.

Karen wants to make sure these are maintained and don't wear off. Alex says could do plastic decals.

Parker: maintenance isn't just for making sure the paint and reflectors are there. Also about keeping them clean. Has to do with bike pathway accessibility. There is a lot of gravel and the most glass he has ever seen in the bike paths, all throughout northwest and downtown. Once you cross the line, would say it's a problem. Should have a street sweeper cleaning up the bike lanes, that is probably a bigger conversation.

Pedestrian lighting implementation

Rae-Leigh explains that a memo with recommendation from the Capital Projects Subcommittee will be proposed for implementation at a future SAC meeting.

Northwest In Motion (NWIM) Projects

Rae-Leigh reports, there is a \$400,000 line item for NWIM projects. Spoke with project manager and could take a pause this year because of reduced funding overall, and start it again next year. They have enough money from us to do all planned projects for next year. Logical to postpone.

Alex would want to look adjusting line items for the streetscape, which we put on hold, maybe cutting in half, not feeling comfortable pulling the plug on things on things already happening. Rae-Leigh explains, it will have no impact. Will get them the project manager's memo

Transportation Safety and Placemaking/Mainstreet/Streetscape Projects

Rae-Leigh explains the Transportation Safety and Placemaking/Mainstreet/Streetscape line item will be future projects. Right now these are just buckets while projects being defined. Example would be leading pedestrian interval but no confirmed plans for that.

Rick: this brings reserves down. Next year would not be able to fund anything close to that. Would need to do 50-60 percent reduction in programs. Cut some more money and spread this out, or want to spend our reserves and catch up on programs? Not doing consultant work will add to the balance and bring us closer to the \$500,000. Appropriate to spend \$700-800,000 this year but doesn't think we should spend all of it.

Nick: do we have the option to have a budget contingency, should revenue exceed forecast, then you can go by priorities? Rick says yes.

Karen clarifies not talking about meter revenue, talking about surcharge which is more predictable because sell certain amount of permits. Would rather not budget this year and have a larger balance. Not really excited about spending twice what we make.

Net Meter Revenue

Rae-Leigh explains how 51% of net meter revenue is distributed to Northwest Parking District. Operational costs get deducted before and include meter installation, meter maintenances, and enforcement. Due to COVID, making a conservative estimate, and

saying \$0 in net meter revenue. There is a model, and they are going to run it. Will know more in September.

Ending balance for 2020-2021 was \$2.4 million. Available balance is \$829,276. There were set asides and appropriated balances for NWIM, shared parking, and NW 23rd Avenue. Would have a portion for streetscape plan and for off-street parking study.

Placemaking/trashcan replacements

There are 42 trashcans that can be replaced with modern trashcans. There is 2X the capacity and the same pick up frequency. Will have generally less trash. 90% of SAC voted for trashcans in the survey. Will coordinate art work through Regional Arts and Culture Council.

No objections.

Northwest Streetscape plan

Rick talks about how there is \$150,000 now for Northwest Streetscape project. No set aside for off-street parking or NW 23rd Avenue to help close the balance.

Rae-Leigh will add that the Streetscape Plan is on hold.

Question about the off-street parking consultant. Rae-Leigh says its \$140,000. It is \$150,000 when detracted but it basically brings the available budget up higher. Has adjusted for that. Rick says, we have hired the consultant so do not need to spend it.

Jeanne says, pretty much spending everything we got. This reinforces her concern about Street Seats going forward with no revenue, seems like it's really hurting us. She is concerned about reserves going down that low. Wants to push back to PBOT and say you be helping businesses but hurting other things.

Don: "2020 was just horrible a year. I think making the assumption that we are getting zero in revenue is probably a good one. Either we hold what we have here, or we cut a little bit to increase our spending balance reserve."

Rick says the third option is if we do get a net meter revenue, we put it in our set asides. Talking about Streetscape plan being short term plan and trying to get things on the ground. That is why they were set up that way. Rae leigh says the likelihood of spending \$150,000 in six months low. Typically spend about 70-80 percent so there is some cushion with all numbers.

Rick asks if we want to spend less and get reserves higher? General consensus from Committee on this.

Rick: we'll bring document next month ready for adoption. Any feedback between now and then appreciated.

New Business

Rae-Leigh explains that on June 26 will have four additional officers at Timbers games. Zef put together update on NWIM project spending, which she will share. She appreciates participation between the meetings.

Ron says, there is a Timbers game this Saturday and they will be operating at 80% capacity. He is assuming they'll fill it. That will make it a major event, which means the normal precautions and preparations go into place. Ask SAC to let them know what they see. The Stadium Oversight Committee is meeting next week and one of the things that will come up is what's the new reality.

Tom is concerned about mission creep. Wants to think about primary purpose and aims, going way back, for what reasons did Council comprise the SAC in the first place and see what has taken place since then and compare the two. Wants an analysis. Can't get his arms around the budget. So many things to consider that seem outside the original scope.

Meeting Adjourns.

Action Items

Rae-Leigh will get committee the NWIM memo in regards to postponing. Will make budget updates and bring back the budget proposal next month. Will make seven-year summary of what we have done, direction, and what has been accomplished by the SAC over the year.